Volume III, Number 6

CYCLE NEWS

Week of February 17 through February 23, 1966

HUNDRED DAY ENDURO

By David Greenfield

Settle down in your saddles again all you desert enduro fans, this is no event for you. It's the most fitting title we could think of to describe the ambitious ride which began on Thursday, 10th Feb. by two young Burbank enthusiasts, Mike Hoover and Jim Parks.

They set off to ride through the Americas down to the distant Cape of Good Hope and home again. Their outward route takes them down the west coast of South America and the return journey will bring them up the eastern seaboard until the Amazon is reached. There they plan a detour up-river, and thence back towards the U.S. via Central America.

With a tight schedule of one hundred days for the entire trip they will

(Continued on page 3)

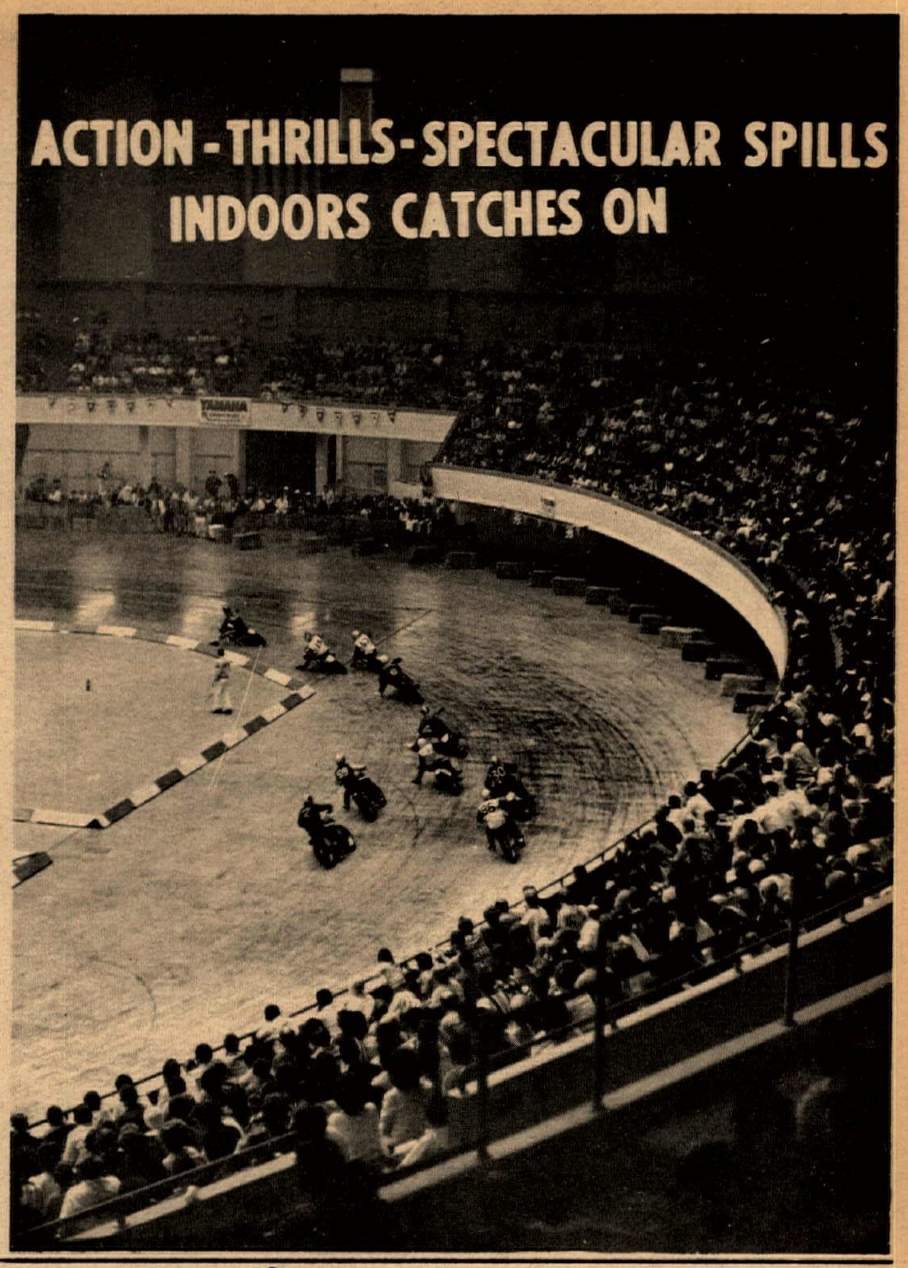
OPEN SUNDAYS QUESTIONED

At the February District 37 Sports Committee meeting President Jean Carter commented on the fact that some of the riders' wives felt that they would like to see a little more of their menfolk on Sundays.

The meeting then voted and passed a resolution that one open Sunday be made mandatory each month for 1967. The seven Enduros scheduled for that year will come under that ruling. So with one open Sunday and one Enduro for seven months, where does that leave the Hare and Hounds, Hare Scrambles, and European Scrambles?

If the object is to help Enduros to survive I think it is a wasted effort. They will only retain their popularity if they continue to be fun and are organized in the right way.

The meeting also voted and passed a new deal to the effect that Enduro points would no longer count towards District 37 Desert points. This means that the Enduro clubs can no longer expect a guaranteed turnout by the boys going for points even if the event was run in a chicken yard. These clubs will have to put on a better show to draw the crowds. And if big improvements in the lot of the competition riders of District 37 are not forthcoming very soon the consequences may surprise quite a few people.



Centaurs Says Changes Would "Destroy RRC"

By R. O. Fee

The monthly meeting of the So. Calif. Road Riders Committee opened a motion and second by the Eagles M.C. to adopt the rally rules proposed by the committee for Better Motorcycling (See "Controversy" CN Jan. 13-27, '66). A lively discussion followed. The monarchs contended that such adoption was contrary to RRC purposes and Representative Ames of the Centaurs maintained that any rules would usurp AMA powers and if adopted, would destroy the RRC. Centaur Rep. Jones was equally adamant that such rules are neces-

(Continued on page 5)

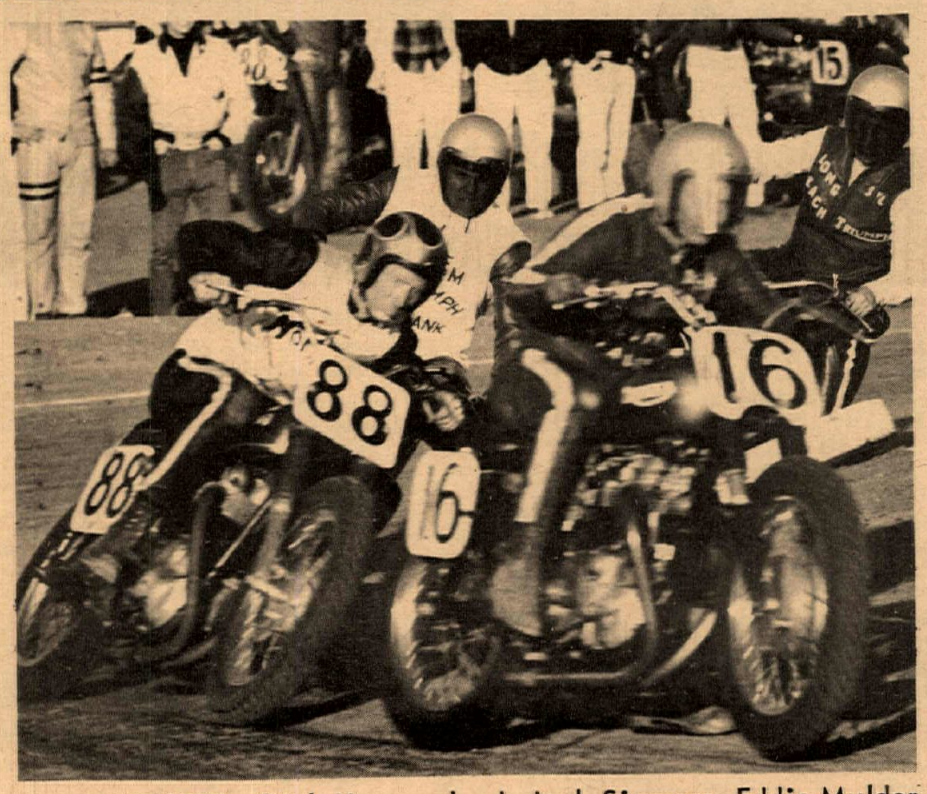
CHAMPIONSHIP SNAFU DECLARED NO CONTEST

The Hilltoppers M.C. had everything going for them in the desert Sunday--clear skies, cool weather, no dust and a National Championship sanction that brought 300 riders out to compete.

Unfortunately they couldn't find the trail. Marked with lime weeks before, the course crisscrossed old trails and the new lime was indistinguishable from the old. Most confusing was the route over a dry lake. Hilltoppers hares had re-limed parts

(Continued on page 3)

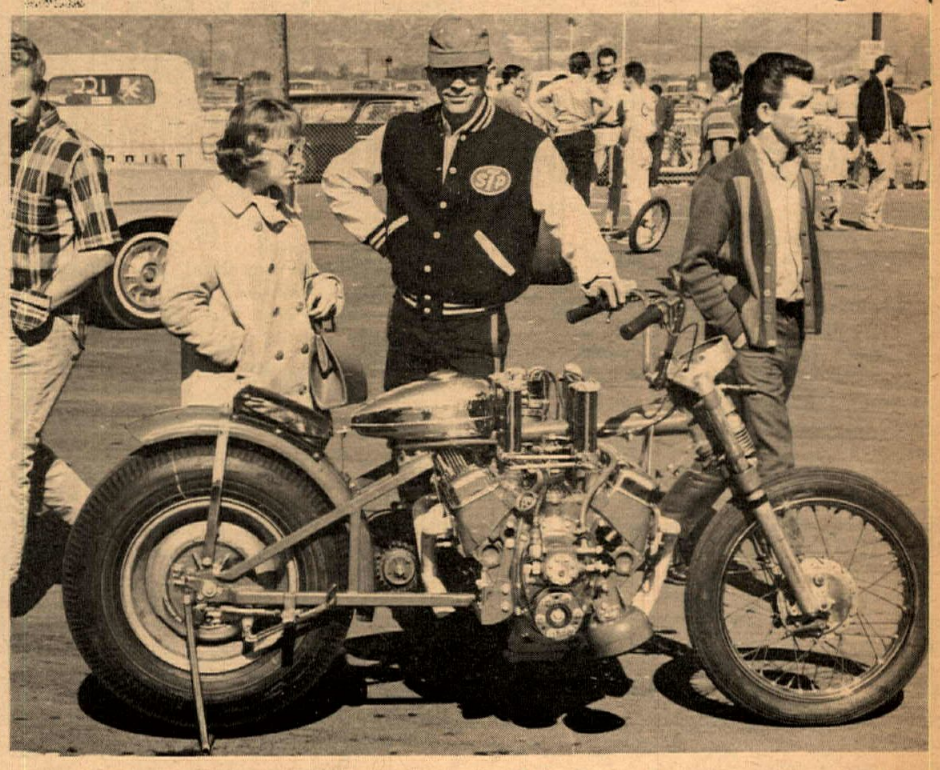
ASCOT OFF AND JUMPING HAMMER NAILS TT OPENER



TIGHT BUNCH! - Dick Hammer leads Jack Simmons, Eddie Mulder and Skip Van Leeuwen in Ascot Expert main Sunday.
Photos by Carl Bartlett, more photos on page 6.

CHANGING TIMES?

"Worlds largest Tote Goat?" To see Chev. powered drag bike in action at Irwindale, see page 8.



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CALENDAR OF EVENTS

SATURDAY, FEBRUARY 19, 1966

DRAG MEET. $1000 purse for all classes. Lion's Assoc. Drag Strip in Long Beach. Near San Diego Freeway and Alameda.

SUNDAY, FEBRUARY 20, 1966

ROAD RACING. AMA Grand Prix, Sportsman, Carlsbad. All classes, 50cc to 1000cc. Pro. license not required. Gates open 8:00 a.m. First race 12:30. Coast Hwy to Palomar Road off ramp. East past Airport to raceway.

ENDURO. 16th annual Hi-mountain event by the Calif. Poly Penquins MC. Spark arresters required. Main entries close Feb. 15th. $3.00. Address: ASI, box 111, San Luis Obispo.

TT SCRAMBLES by Calif. Gophers. AMA. District 37 points event. Prado park opener. Small bikes (including Novice 250's) get off at 8 a.m. Skydive show at noon. Spectators welcome.

HARE SCRAMBLES. Four Aces 16th Annual Moose Run. Dist. 37 point run. Limed 9 miles N. of Adelanto on Hwy. 395. All classes, Sidehacks. 3x30 mile loops. $3.00 entry. 25 cent ambulance.

ENDURO. Sponsored by City Cycle. No fee. Limed at Hwy 14 at Lancaster to Rosemond. Two classes, up to 100cc. 9 a.m. Fun run with trophies.

TT SCRAMBLES. Dist. 36A. Referee Benefit at Sprocket Park, near Bakersfield. Racing starts at 10:00 a.m.

ENGLISH TRIALS. In Little Rock area. Overnight camp Stturday nite. Trials start 10:00 a.m. Sunday. Call 370-8491 for more infomation. Location will be at 77th Street, Little Rock.

HARE SCRAMBLES, by Far West MC. of Eureka (wear your rain gear!)

SATURDAY, FEBRUARY 26, 1966

3rd ANNUAL COLORADO RIVER RUN, by Motor Maids. Call (714) 629-3843 for information.

DANCE. Honoring all past and present National Champ. ions of Northern Calif. at White Hall, 1026 B. Street in Hayward. Live music 9 to 1 a.m. Admission $1.50.

SUNDAY, FEBRUARY 27, 1966

ROAD RACE. by San Francisco Chapter of AFM. First race. National points. Cotati Raceway, just north of San Francisco on Hwy. 101. All classes, plus production Entries open 8:00 a.m., close 12:30. First event 12:30.

TT SCRAMBLES, Perris . By Riverside Bombers MC. Only Lightweights. All classes, 0-175, entries open 8:00 a.m. 176-250, entries open 9:30 a.m. Donation $1.00. Entry fee $1.00 plus 25 cents ambulance. Point run, Reg. plates required.

SUNDAY, MARCH 6, 1966

POKER RUN - by Wouthwest Chapparels MC. Call (213) 838-9829. Starts from Laidlaws H-D Sales, So. San Gabriel. Mail entries $1.25, Post entries $1.50, Mail deadline March 1.

MARCH OF DIMES ENDURO - Shamrocks MC. Annual charity blast. Watch for details in Cycle News.

POKER RUN - by Modesto Auxilary at Modesto, 9th. Annual.

PROFESSIONAL 100 LAP TT - Presented by Agajanian at Ascot Park. Novices run exciting new short course. 189th and Vermont in Gardena. Races start at 2 p.m.

WEDNESDAY, MARCH 9, 1966

CYCLE MOVIES - Santa Monica Civic Auditorium.

SATURDAY, MARCH 12, 1966

SHORT TRACK - AMA Class C - Professional events at Monterey fair grounds at dark.

SUNDAY, MARCH 13, 1966

TT SCRAMBLES - Oilers MC. at Dehesa Track near San Diego.

POKER RUN - Annual Monarchs MC. points tour. Call (213) 838-9829 for latest information.

TT SCRAMBLES - by the Gripsters MC. Dist. 37 points event. Watch for details here.

HARE SCRAMBLES - Sand Blasters MC. host hounds in the desert. Watch Cycle News for details.

PROFESSIONAL TT - at Altamont Speedway (Northern Calif.)

POKER RUN - Napa MC. hosts their 6th Annual at Napa.

SCRAMBLES - by Stanislavs MC. in Modesto Area.

SUNDAY, MARCH 20, 1966

TT SCRAMBLES - Hi Boots MC. at Dehesa Track.

TT SCRAMBLES - Hawthorne Gophers. Watch for details Dist. 37 points.

HARE SCRAMBLES - Lost Angels MC. Dist 37 points.

CYCLE NEWS

(the Voice of California)

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A MOTORCYCLE JOURNAL

The story of two young racers (later joined by a third) who journeyed from California to the East, growing up along the way, continues. We rejoin our young heroes, still in Arizona . . .

By Jim Nicholson, Marty (Mark) McDonald and Jim Ashmore

March 23, 1963 — Saturday

MIDNIGHT HIKE

We fished for a couple of hours and layed on a rock in the sun. were trying to get tan while we have the chance. We got tired of fishing due to the extreme excitement, and went up to the lodge about eight miles up the road. There we ate some good homemaid do nuts, and got some information from a man on the location of some seven falls. We found that we had to go back down the mountain road to where we were camped in the first place at the creek. So we headed back down the road, but decided to go down to the lake again and eat lunch. We weren't too dang hungry when we got there so we decided to take a walk around the lake. After our walk which took about 7 or 8 minutes we decided that we're hungry enough to eat lunch. We got back to our old camp ground at the creek and decided to go up to Sabino Canyon. As we headed up Sabino Canyon road we noticed a lot of college girls driving back because it was getting kind of late. We drove up to the end of the canyon where there was a trail leading up the mountain which we decided to hike tomorrow. We found a camp ground where a bunch of old people had rumatizum and all that kind of diseases and decided to spend the night there. There was a trail at this camp, too, leading up to the seven falls and we decided to go up and see them, although it was 6:30 and was a two mile hike. We got up there just as the sun was setting over the mountain. We weren't really sure we were there because each of the falls were only about 2 or 3 feet high. But thats Arizona for you. We decided to leave because Marty was afraid of the dark (ha ha) but it got pitch black about half way back. After running into about 16 cactuses and four moutain lions we made it back to camp. The old man came down later. By the way his name is Ray Anderson. He brought some root beer with him which we drank after supper while we shot the old bull. Ray told us that we could have the cooler cause he said he didn't have any use for it. I'm sure he could have used the cooler but he wanted to help us out as much as he could. Ray really thought it was great what we were doing and wished he could do the same. Ray left about 10:30 and we went to bed.

March 24, 1963 — Sunday

EXPLORING SABINO CANYON

We drove over to Sabino Canyon and stopped by the creek and layed on a rock with Ray's radio that he loaned us. Later we drove down the road to find a place to cook lunch. We couldn't find any place that wasn't crawling with catapillars so we ate off the roadside. As we were cooking there must have been a million people that stopped and starred at us, as though we were on exhibit or were some kind of a side show. Man! were there ever a lot of cute girls up there. Most of them are going to the University in Tucson.

After we finished lunch we decided to go on a hike, so we started up the trail leading up the canyon. We hiked about five miles and decided to turn back because we didn't find anything of much interest. It didn't take long to get back due to the fact we raced trying to pass each other on the rail, in doing so we came close to falling off the edge of the cliff. When we got back we drove back to our temporary camp.

March 25, 1963 — Monday

JOB LOOKIN

Today we had planned to spend looking for jobs. We went to Ray's house or apartment he let us take a shower and we cleaned up his dishes, and what a mess that was. We decided to try a idea that Ray brought up to sell waste paper by collecting news papers and magazines. The idea didn't turn out so good because most people threw their papers away. We tried phoning up about adds in newspapers but couldn't find anything. We stayed at Ray's house for dinner and slept in the truck out front of his apartment. I wrote a letter to mom and dad, Marty did likewise, to Jim Crane and his mother.

March 26, 1963 — Tuesday

HAD A GOOD BREAKFAST

We cooked up a batch of french toast for breakfast. Afterwards we went down to the grocery store and got a paper. We phoned all the possible job prospects. But again no luck. We are down to our last $10.00 and if we don't find a job pretty soon I guess we're going to be broke. Tonight we are staying at Ray's house again.

March 27, 1963 — Wednesday

BORING DAY

We got up went up to this little market and got a newspaper. Looked in it for a job but couldn't find any. We went up the canyon and sat in the sun by the creek. I went swimming and Jim was reading a nasty book. Jim looked up and called to me, he said, what are those cops doing by our truck? Jim went up to see what they wanted then I went up. They didn't say much, we didn't know what in heck they wanted, a few minutes went by then some more cops came, plainclothesed cops.

(Continued Next Week)

Voice of California

Mr. Editor:

Concerning the Hilltoppers no contest run. The top riders and big club members seemed to run it.

Many riders, including myself, wasted time on the dry lake looking for the trail.

To be behind and late and then quit is poor sportsmanship. Then to arque and pressure the Hilltoppers into declaring a no contest is even worst.

I thought only the A.M.A referee could do this. What happens to the average rider with no club, who found the trail and continued though they never win but enjoy the sport?

Over forty trail bikes finished their one loop. Is their riding to be in vain? My 13 year old son rode his heart out to finish. He was half sick when I told him.

I own and maintain two desert bikes, plus all of the other expenses. We know we will never win anything, but ride anyway. It is about time the clubs think of the many nameless entries who buy the trophies for the racers.

If these situations become any worse, motorcycling will have another black eye. Thank you.

Wes Anderson Sr.
Los Angeles

TRAFFIC TECHNIQUE

Never "whiteline it" between moving cars unless the cars are side by side, and then only when there is plenty of space between them for your motorcycle. In staggered traffic car drivers are likely to change lanes without warning.

WESTERN TEAM BSA PREVIEWS CHOICE MODELS

BSA-Western exhibited their top-of-the-line motorcycles to an enthusiastic gathering of dealers in Oakland last weekend.

Star of the show was the ultra-high performance 1966 Spitfire MkII 650cc. This will be the prestige model with the highest price in the BSA range.

Co-starring was the fast-but-simple 441cc Victor B-44, which won the World Moto-Cross (scrambles) Championship last year and the year before. Reported to turn 83mph in a ¼ mile in standard trim, the Victor is expected to carry on the tradition of BSA singles winning locally started by the famous Gold Star design.

New V.P. and General Manager Pete Colman, co-hosting with executive Bill Ceder, greeted dealers from as far away as Alaska and Nebraska to the "wonderful world of BSA". While wives and daughters were enjoying a guided tour of San Francisco, the men listened to Mr. William Rawson tell of his 47 years with BSA. He stressed the company's of security over three generations.

"PETEY" AWARDS

Pete formally opened the 1966 sales season by presenting awards to last year's top dealers. Ed Seidner, President Bert's of Azusa, Norm Reeves of Paramount, Downey and Anaheim and Bob Arnold of Oakland's Cycle Stop ran a race so close according to Pete, "they could have shared a blanket".

Dewey Ocepek of Seattle, James Simmerman & Son of Denver, and Bud Hyde of Brittons Cycle in Dallas also were top 1965 money makers.

Pete introduced the BSA-Western team - Dist. Mgrs. Vic Cox and R.G. Stanley, Service Mgr. Tom Cates, bookkeeper Steve Burns and Howard Alzina, parts mgr.

SNAFU from page 1

of the course, but for some reason chose to stop at the edges of the lake and few were the riders able to aim straight enough to pick up the lime at the other side.

Entry fees will be refunded by mail and it is hoped the desert championship will be re-scheduled and the date given to a club better equipped to handle the demands of a desert classic. (For a rider's comment, see Voice of California, page 2.)

HUNDRED DAY ENDURO (Cont. from 1)

have to average something in the region of three hundred miles per day. This doesn't sound too exhausting to us freeway-trained types, but Jim and Mike will have to face some very tough riding, including the highest road in the world, 17,570 feet up in Ecuador, and what is claimed to be the driest desert of all, in Chile.

TWO HUSTLERS

Speaking a little Spanish, they plan to 'live off the land' wherever possible and not spend their capital. Mike will be handling the photographic side and Jim will be taking care of all the mechanics.

Frank Stone and the American Sports Company of Gardena have been helping in the preparations for this ambitious undertaking. They have supplied racks, saddle bags, wind-shields, jackets, helmets and gloves to complete the Suzuki X-6 machines, the choice of bike by Mike and Jim.

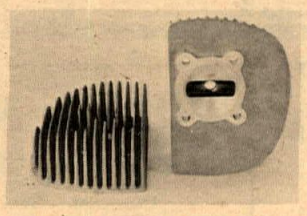
The diary of this trip should make interesting reading, for the two lads hope to sell their story and their film to a TV Network later on.

In case any readers should wish to send them a cheering telegram you can contact them during the ride by sending all messages to: Jim Parks, c/o American Embassy, Panama City, Panama.

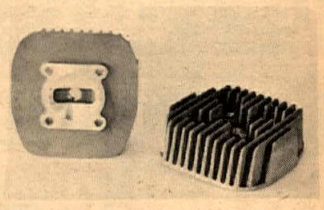
IMMEDIATE DELIVERY

J&R "SLEEPER" ACCESSORIES

YDS TWIN HEADS



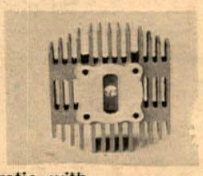
Sure you can "keep up" on your 250 Yamaha, but why not be the "leader of the pack?" Bolt on a pair of J&R heads and see for yourself. 11.6:1 C.R. adds instant power, may require bigger jets. Safe for street machines, recommended for racers. First quality heat treated aluminum with cast-in trench combustion chamber, machined squish area. Available for short reach or long reach plugs. Send careful tracing of bolt pattern when ordering, as they vary.



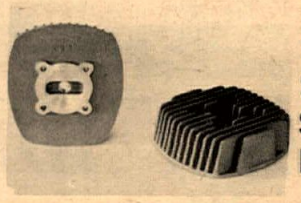
HODAKA 90 HIGH COMPRESSION SPORTS HEAD

Heat treated 356T6 alloy head and trench chamber permits 11.6:1 C.R. without detonation.

YAMAHA 80 SPORTS HEAD



11.6:1 compression ratio without detonation is now possible, thanks to the J&R engineered, "controlled combustion" trench chamber. Have more power, more top speed at no cost in dependability. J&R heads are better than stock, yet priced lower than the Japanese article.



79cc SUZUKI SPORTS HEAD

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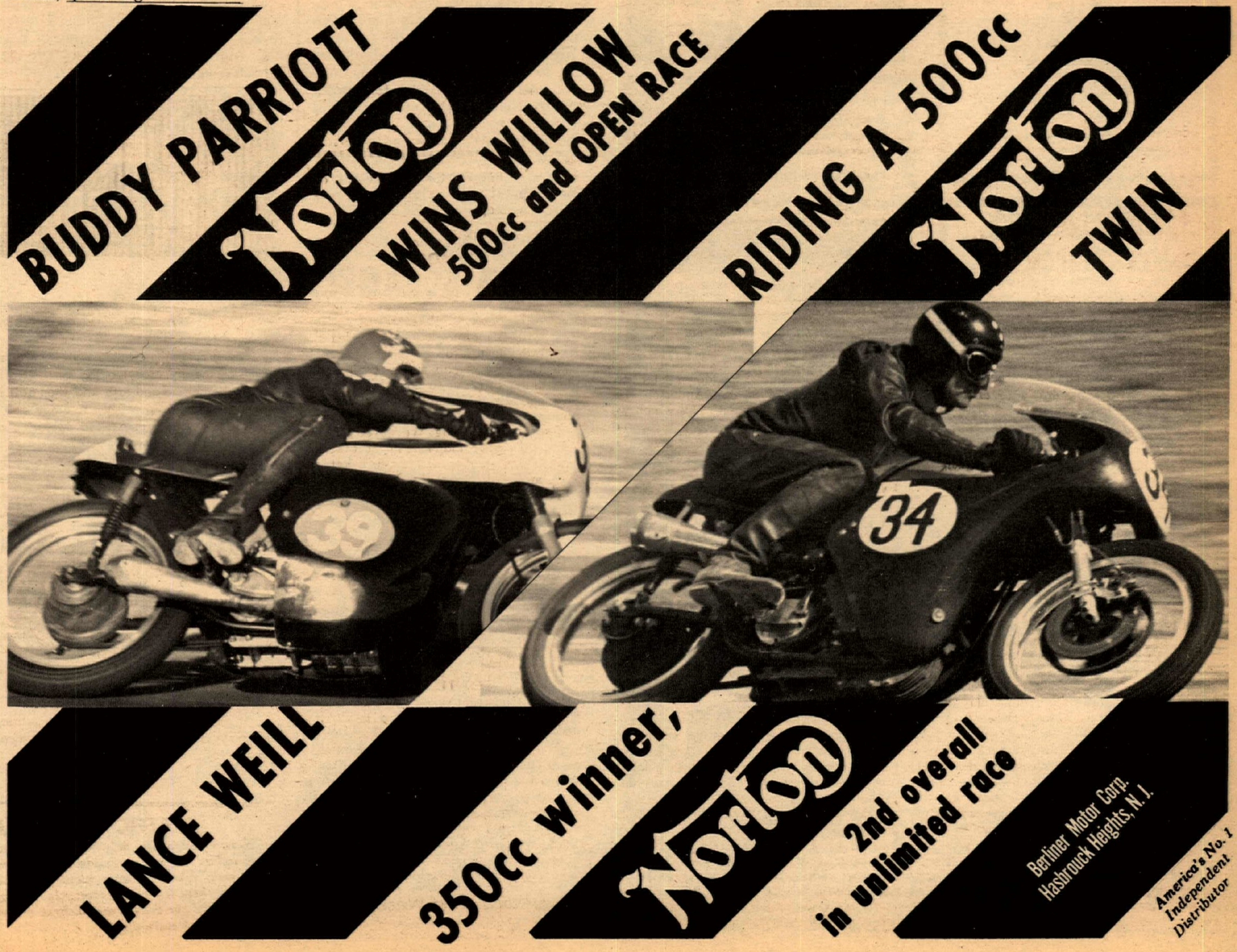

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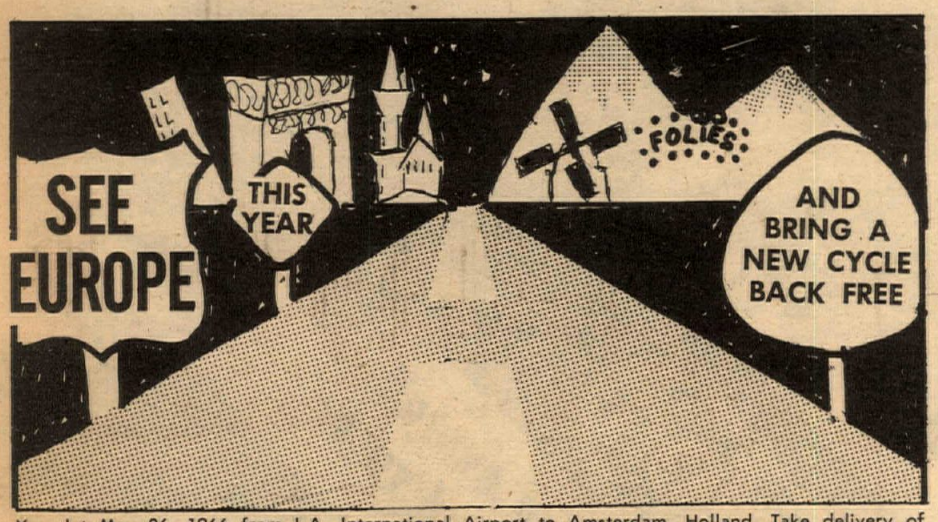

You Jet May 26, 1966 from L.A. International Airport to Amsterdam, Holland. Take delivery of your new BMW or Triumph motorcycle complete with license, insurance & ownership papers and make your once in a lifetime tour of all Europe. Then on to the Isle of Man to root for the U. S. Team in the famous TT races. Then to Glasgow, Scotland where you and your motorcycle are flown home. All for under $2,000. Join the California Jet Set. Send for application and full information RIGHT NOW. Apply for your passport immediately. Write to: California to Isle of Man Tour, Box 498, Long Beach, Calif.

TV SETBACK COMING

At 10:00 PM Monday, February 21, Los Angeles TV addicts will again be reminded of what altogether too many citizens believe motorcycle enthusiasts are made of.

The ordinarily very fine "Run For Your Life" series' producers have gone to what seems a lot of trouble and expense in order that you, the motorcycle rider, may receive those all to familiar veers next Tuesday morning from your fellow workers when you roll up to the job.

No matter how hard we try, national magazine articles, television special sports coverage etc., just like clock-work it seems, all too frequently hands us a tremendous set-back such as we are again to receive on Monday next.

"Hot Rod" is now a household word. A highly respected and nationally accepted sport and industry.

Records now show that automobile racing has become the nation's #1 spectator sport, drag racing was at the top of the list. It must be blissful, especially for those who stuck it out despite the adverse public opinion that had to be overcome.

How far do you suppose Hot Rodding would have gotten without the superb guidance and promotion it was priviledged to have? Well, to be quite truthful, it probably wouldn't have gotten any furthur than motorcycling has!

If the show motivates you, call or drop a line to the Director of Public Relations at your local Los Angeles office of the A.M.A. If you can find one listed.

Don Watkins
Burbank, Calif.

AMERICAN FIFTY HARE SCRAMBLES

By Earl Roeseler

Mud, mud, more mud, rain and fog was the story of the Hare Scrambles put on by the American Fifty Assoc. Feb. 6th. A total of 13 riders braved the atrocious conditions for the 100cc class, with 9 of their smaller brethren venturing out for the 50cc event. Twenty-five miles later the numbers had been whittled down to a total of fourteen finishers, four of them being 50's.

Some of the competitors in the AFA Scrambles took advantage of the early start to the European-style Money Scrambles and rode both races.

Barry Manning was leading the way home in the cash chase when he had the misfortune to run out of gas. But he had better luck in the AFA event when he got home in first place after passing Skip Kawell in the fourth lap. Another unlucky man of the day was Bill Barkalow who took a hard downhill tumble over his handlebars while running second on the first lap.

With the AFA being the only desert race in which the fifties can compete, and their outings coinciding with the Money Scrambles on the first Sunday of each month, these real lightweight enthusiasts can look forward to some full days of racing.

Latest information about their Tiny Bear is that it will be run on May 1st.

(Results on page 12)

PROSPECTORS GOLD RUSH ENDURO

Nearly 100 desert fans signed up to ride the clocks on the Prospectors M.C. Gold Rush Enduro February 6. Not all of them struck it rich, in fact only 23 got anywhere near the hardware (see results on page 12).

Instead of "pay dirt" 77 hardy competitors struck mud, sand and other obstacles which delayed their progress until father time counted them out. Rain caught up with the riders just as they left the start.

Mufflers, and in some cases full road equipment, adorned all the bikes, since several California Highway patrolled roads had to be crossed.

Credit the Prospectors with another well-done job of layout and organizing.

(Results on page 12)

DALE DAVIS DIES

Well-liked Stockton Harley-Davidson dealer Dale Davis passed away in his sleep Saturday morning or Friday night. He had purchased the Stockton agency from Leonard Andres five or six years ago.

FAR WEST EUREKA SCRAMBLES

By H. Oxley

The second Moto cross scrambles of the winter season was run Sunday despite heavy rain and extremely muddy conditions.

A new hitch added that extra excitement for both riders and spectators. The third race in the 250cc class was run backwards, making the course completely opposite. The course was comprised of many and varied corners, some off camber, and several steep, rutty, downhill sections. Despite steep hills and mud, the small bore machines did well. The course, at times, was completely littered with fallen riders and their machines due to the mud and rider fatigue.

The 250cc amateur expert class put on the show of the day with Louis Brero (Montesa) winning it after a terrific duel with Dennis Miller (Greeves). Rocke Warlick put on an outstanding display of rider ability by piloting his Greeves to a solid win in the 250cc Novice class. After fouling a plug while leading the first race, Warlick came back to win the next two motos by a wide margin.

The far West M/C is staging their second Hare scrambles of the season, Feb. 20, 1966. Several more moto cross scrambles are on the slate for the coming months. Watch Cycle News for the dates.

Winner, Slim Jakela

ENGLISH TRIALS

Water wings were all a rider needed to score with the masters at the Far West M.C.'s English trials Sunday Jan. 31. One section was completely under water, and had to be eliminated to prevent drowning the riders. Despite the wetness, some remarkably low scores were attained.

Twenty-four riders and one hundred hecklers withstood the elements to the conclusion of the remaining eight sections.

Section 4 presented quite a challenge, and only two riders made it with under the maximum 20 marks. Louis Brero, the first man through, caught 17 marks, and Slim Jakela, the eventual winner, kept his count to 12. Chuck Warnow, Greeves, was third. Ralph Herring (Honda) was second.

COOLEY'S COLUMN

By Wes Cooley

Dear Mr. Cooley:

We are pleased to inform you that you have won the CYCLE WORLD Prize for Fiction in Reporting with your column in the February 10th edition of Cycle News. The facts in the matter of Ossa's 24-hour record run would probably not make nearly such interesting reading. Or at least such facts as have any bearing on CYCLE WORLD's involvement in this.

Actually, Ossa's Jack Van Wyck asked a couple of riders, Ivan Wagar and Gordon Jennings (who are also CYCLE WORLD staff members) to do part of the riding during the record run. Both riders agreed, but suggested that Riverside is inherently faster and less taxing on the equipment than Willow Springs. Tire wear alone, at Willow Springs, would create enormous problems for (as you very well know) the course is mostly fast turns and a set of tires could not be expected to last more than 300 miles, at most. The surface at Riverside is less abrasive, and the stock-car course is mostly straightaway in any case.

But, with your vested interest in the Willow Springs course, you probably do not want to hear about the particular merits of Riverside Raceway for record runs from someone interested only in creditable results.

As a final word on your column, I would like to say.....But then I better not say a word like that in print.

Joseph C. Parkhurst
Editor & Publisher
CYCLE WORLD

I'm glad to see that I've won some type of prize for my writing, inasmuch as I've always felt it is probably not as polished as it should be. But of course, "constructive" criticism such as above is always a big help. I always try to report on facts as they are presented to me by the people involved. Since Mr. Parkhurst does control a great deal of power through his publication, my informants now deny having anything to do with the 24 hour record run, so please disregard my article of last week, since it really never happened!

Last Saturday night, I observed the short track racing at Long Beach arena. I would like to say it was an excellently prepared and run race. We're glad to see some of the old Class A rules come back to motorcycle racing, such as the amateur, novice and experts running together, the progressive heat race, semi-main and main event system being used. This is the closest thing to FIM rules in speedway racing that we have observed in many a year, and as we've stated before, maybe things are finally changing after all these years.

Photo by Dave Gooley

John Buckner

WILLOW SPRINGS CHALLENGER

In contrast to the weather which So. California has been having during the last several months, Willow Springs Raceway was clear and sunny, with very little wind, even though the temperature stayed in the middle 60's throughout the entire day. A little over 100 riders turned out for the second annual A.C.A. in which the race is run counter-clockwise instead of the traditional clockwise.

Leading twenty 50-100cc racers into turn I was Yoshio Itoh on his eight speed 50cc Suzuki, hotly pursued by the 100cc road racing champion, Barry Herrman on a Yamaha, followed by Jeff Pasternak on a 100cc Yamaha. At the end of the third lap, Pasternak was able to pass Herrman and move into 2nd place. In lap 4 Pasternak went by Itoh on Turn 7. In lap 4, Pasternak led, Herrman was second, and Itoh was in third place. Throughout the remaining laps of the event, the champion, Barry Herrman continually tried to pass Pasternak but just didn't have enough.

The second event and possibly the most exciting event of the day was for the 350cc machines. Throughout the entire heat race Eric Dahlstrom and Lance Weil, continually changed positions and the fans realized that when the main event came around for this class there would be quite a race between these two excellent riders. Lance Weil spent last year in Europe racing and brought back a 350 Norton Manx, probably the fastest 350 Manx ever seen in this country, Eric Dahlstrom, #80, has pretty much dominated the 350cc class in GP racing in the Western part of the United States during the past two seasons, but from the heat race on it was felt Eric knew he had his work cut out for him. At the start, Dahlstrom's Honda got away quicker and shot into the lead. In Turn 1, it was Dahlstrom, Weill, Kilgroe, P.J. Bosarge, Wayne Blanton and Bob Bakker. The riders held their positions into and including lap 4. Throughout the first four laps, Lance Weil and Eric Dahlstrom were running wheel to wheel. In the 4th lap in Turn 4, an up-hill right hander Lance Weil passed Dahlstrom on the inside and moved into first place. Throughout the remainder of the race, Dahlstrom was in continual hot pursuit of Lance Weil and at the end of the event, there was only two seconds separating the first and second machines. Third, fourth and fifth machines were some 20 seconds behind. Lance Weil received tremendous applause and cheers from the spectators when he won the event.

The third event of the day was held for the 125 and 175cc classes. From the bump start and throughout the first lap, Dave Allee took the lead. Many fans will remember that Dave has pretty well dominated the 175cc class on his Honda throughout the last part of the '65 season as well as the first event of the '66 season. A hot contender for Allee's record was Bruce Shaw on his Honda and Steve Pederson on his Bultaco. Pederson has pushed Allee throughout the entire season but has had some mechanical problems which have forced him out several times when it looked as though he might win the event. Coming into lap #2, Shaw passed Allee and moved into first place, putting Allee into second, Pederson in third and Steve McLaughlin in 4th. Pederson and McLaughlin were pushing Allee throughout the entire second lap. Coming into lap 3, Shaw still continued to lead, Pederson had passed Allee on a down-hill left hander and McLaughlin had got past Allee at the same time, putting Allee in 4th place. Terry McCarty was running in 5th place. On the 5th lap, Pederson continued to close the gap on Shaw, hotly pursued by McLaughlin and Allee. On lap 6, Pederson, coming down the long straightaway, seized his engine and was forced to retire. McLaughlin developed mechanical trouble and was forced to retire as well, putting Dave Allee back into second place and moving McCarty into 3rd and Chief Galbraith into 4th, with his brother Steve Galbraith in 5th place.

The next event of the day was for the 250cc class which has been heavily dominated by the Yamaha TD1-B which looks as though it will be contested in the near future by the new Suzuki Hustler. At the start of the race, Roger Wilcox, an ex-Norton Manx rider, broke out into the front

(Continued to next page)

Greeves

riders would rather win than switch!

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RRC - from page 1

sary if the RRC is to provide area leadership for the sport. Several clubs voiced approval ranging from wary to enthusiastic. One 'outrider', John Gustafson and his wife requested the floor and enthusiastically approved the rules and their need, citing several examples to support his position. The question was tabled until the March 1st meeting for the second reading required for By-Law additions.

The Centaurs moved to send a copy of the proposed rules to the AMA for an opinion of their legality. This motion was approved by vote.

The Cruisers moved to take up the tabled question of RRC poster designed to increase the membership. Motion failed.

BREEZEFINDER CUSSED AND DISCUSSED

Breezefinder was hotly discussed following demand for an answer to him. The Centaur reps expressed resentment of the criticism levied, both to their club and the RRC. Other reps thought that Breezefinder may have provoked some serious soul-searching among the various club members. No formal answer was formulated.

"NOT ALL FREELOADERS"

A flyer published by Orley Sprague and Doc Wright, critical of the RRC and soliciting outriders to organize was assailed by several reps in both humorous and serious voices. One acid comment that "all outriders are freeloaders" was later modified to "not all outriders are freeloaders". Most reps felt that outriders forfeited any voice in club affairs by their choice of not belonging to a club. It was generally agreed that if the outriders did organize into a club, they would no longer be outriders and would shortly encounter the same problems that plague every club and confront the RRC.

Howard Eble apologized for the cancellation of the Highway Kings Poker Run Sunday the 6th. His club felt that the route was too dangerous to ride in the rain.

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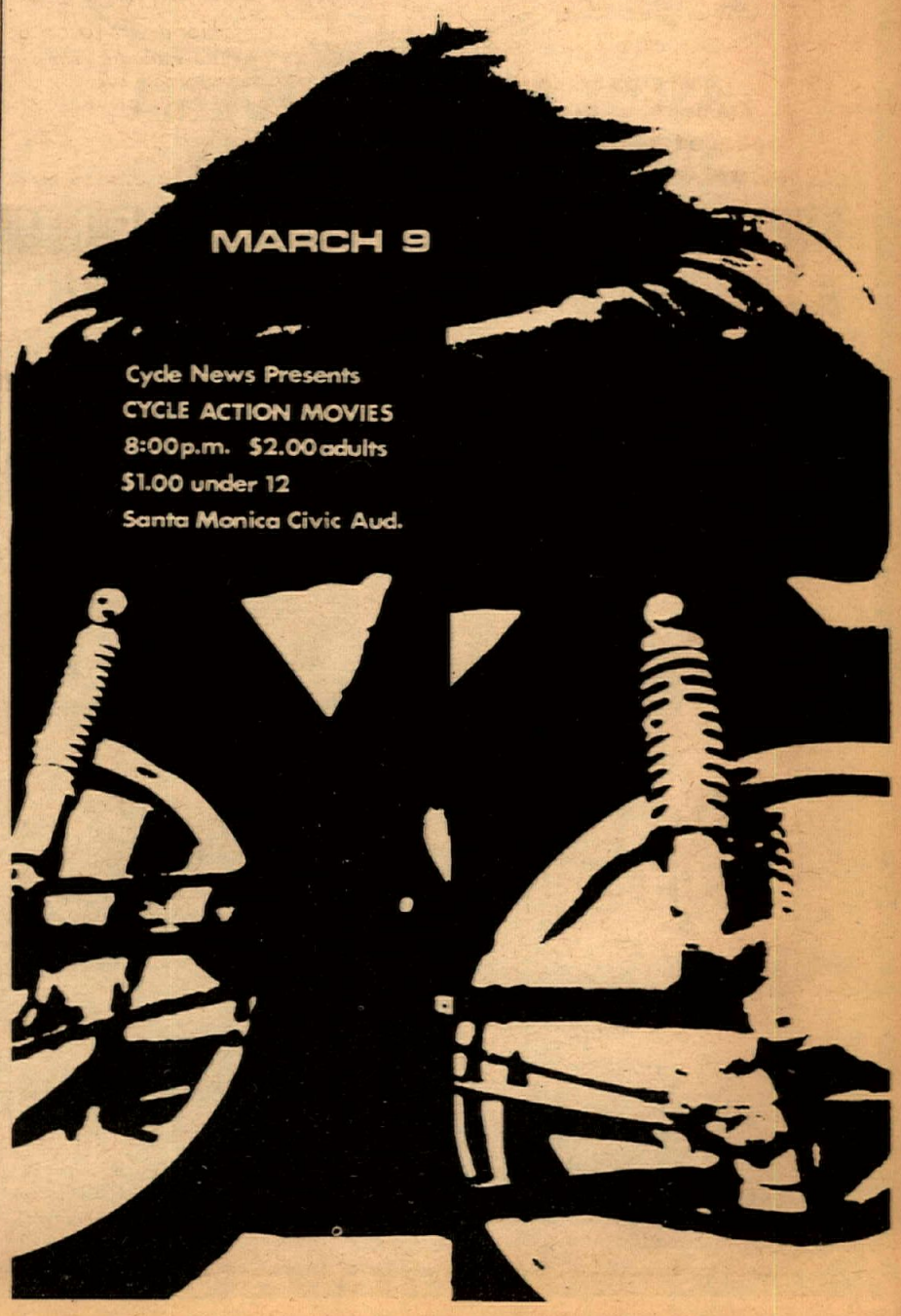

WILLOW - Cont.

with a tremendous lead, followed very closely by Gordon Jennings, John Buckner (John had previously won the heat event for this race), Don Vesco, and Robert Fleckenstein. In Lap 2, Buckner had caught and passed Wilcox. Wilcox was running second and Jennings had moved into third spot, followed by Vesco and Dick Newell. From the second lap on, Buckner continued to move away and dominated the entire event. But quite a hot contention was going on for second, third and fourth positions. Jennings had moved up into the second spot, followed by Wilcox and Vesco. On lap 6, Vesco was able to get by Jennings in some traffic and took second place; Jennings moved into the third position and Wilcox into fourth. At the same time, Fulton was able to move up from last place in the first lap through the entire traffic to fifth place on his Suzuki and Dick Newell moved into sixth place. This is the order in which they finished the event.

Prod. Class to Michael

Because of the shorter days this time of year, the lightweight and the heavyweight production bikes were run together but were stagger started. The lightweight production bikes are 50cc up to 249cc. Heavyweights are 250cc to Open. On Lap 1, a fairly newcomer to road racing but an old pro at flat tracking, Johnny Balaam, took the lead on his Suzuki, followed by Itoh on his Suzuki and Larry Michael on his Triumph and Robert Ledford on a Norton and Walt Fulton III on his Suzuki. On Lap 1, out of the first five machines, Suzuki was running 1st, second and fifth. On Lap 2, Itoh and Michael were able to pass Balaam, followed by Ledford and Fulton III. On Lap 3, Michael on his Triumph passed Itoh and moved into first place, putting Itoh in second place, followed by Ledford in third and Fulton III in fourth place. On an up-hill right hander on Lap 5, Michael left the course and went bounding

OFF AND JUMPING ★ AT ASCOT ★ TT OPENER

through the countryside. At the same time, the front runners were beginning to lap some of the lightweight machines. Itoh was caught in some traffic and so was Ledford, allowing Fulton to pass them and move into 1st place. Coming down off the hill, Michael was able to re-enter the course and pass on the outside of some of the slower traffic which the front runners were caught in and regain 1st place.

The last event of the day was the 500cc and Open classes.

From the start and going through Turn 1, Buddy Parriott was leading, followed by Lance Weil & Dick Newell, Todd Millar, Jon Graber and Don Vesco. In lap 2, Fraser McArinch had moved from 8th position through the traffic up the back straightaway into third position. Running in 4th was Vesco and 5th was Millar. On lap 4, Fraser, going through Turn 4 an upper right hander, left the course and fell from his machine, moving Vesco into third place and Jon Graber into 4th, and Millar into fifth. Running in 6th place was Dick Newell. At the finish line it was Parriott, Weil, Vesco, Graber. First over-all in the open class was Ledford, followed by Ron Hagest. Lance Weil, with special permission, was allowed to participate in this event and was not running for points or trophy, and on his extremely fast 350 was able to finish 2nd over-all. This will give you a good idea how fast this machine is, and what an excellent rider Lance has become.

Photo report by Carl Bartlett

Additional Photos by James Brammer

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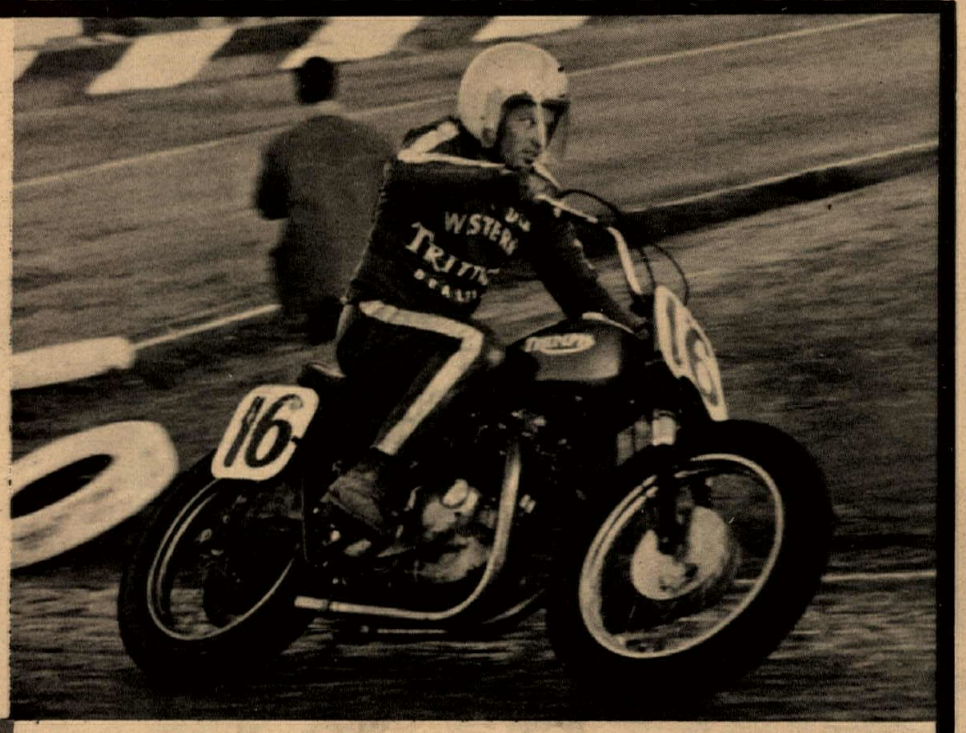

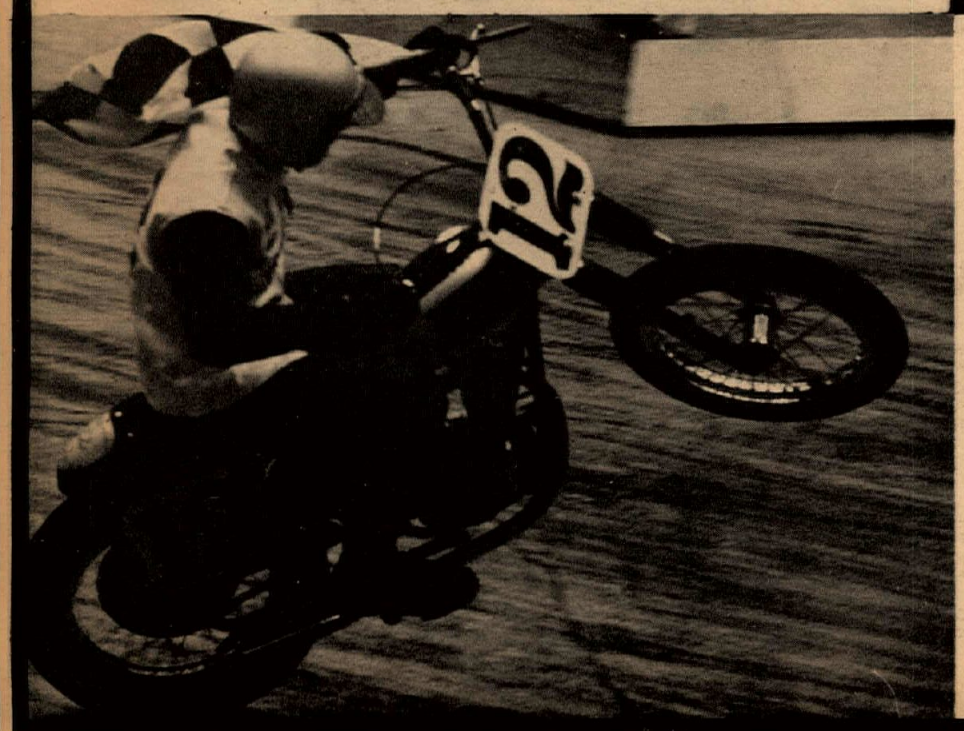

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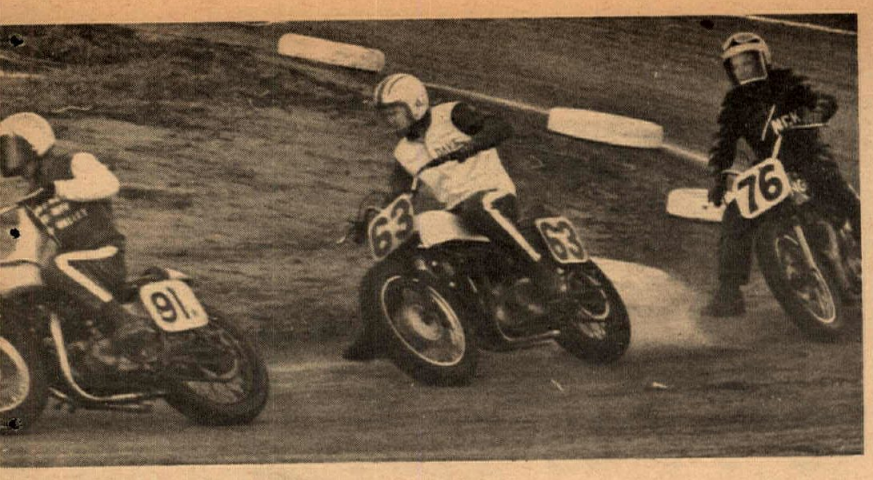

Photo report by Dennis Greene, Carl Bartlett & James Brammer.

INDOOR SHOW - ABOVE: Dan Haaby is first to turn, followed by Sam Tanner, Ken Clark, Keith Kruser. BELOW: Mulder peels off for the big win while thousands cheer. 105 rode, 5200 paid.

- ASCOT ACTION - ABOVE: Dusty Coppage leads this expert parade followed by Dave Palmer, D. Dorresteyn
LEFT: Amateur Winner Rich Thorwaldson
BELOW: Jack Simmons led Dick Hammer but briefly.

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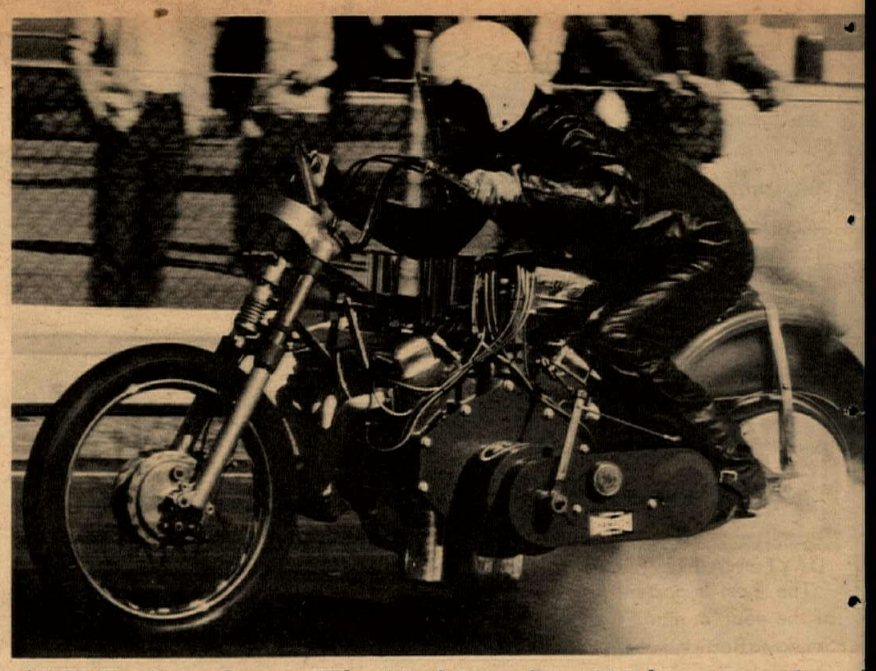

ABOVE: A.J. Potter "The Mad Man from Michigan" made ex tion runs with fuel injected V-8 bike. Potter will be at Lions this weekend's $1000 show. BELOW: Irwindale eliminations S day. Triumph vs H-D in handicap start.

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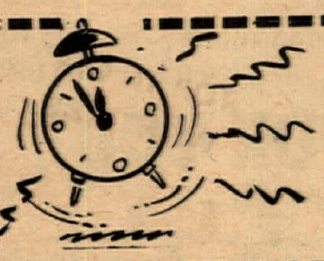

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NO CYCLE ALLEY

Columnist Bob Ebeling is ill this week. Full report on Irwindale Drags with Lions $1000 purse drags next week.

THE FINISH LINE

By ROXY ROCKWOOD

DAYTONA PREVIEW AT CARLSBAD

The most important sportsman road race of the year for many Californians goes this Sunday afternoon at Carlsbad Raceway near Oceanside.

Area contenders for the Daytona 200 mile title next month, and there are many, take a final fling before heading for Florida.

The Carlsbad lineup reads like a Daytona event. The Yamaha team of Ralph White, Buddy Parriott, Paul Conserriere and Swede Savage will be there. Suzuki sends Yoshio Itoh, Dan Haaby and Walt Fulton.

The Western BSA team of Haaby and Don Vesco team up for the first time this weekend. White and Savage switch from Yamaha to Matchless for Daytona and will both have big bike rides Sunday for a final warmup.

Harley aces Cal Rayborn, Mel Lacher and Mert Lawwill will all be out to test HP and ability. Triumph again sends Dick Hammer and Skip Van Leeuwen.

The Ossa factory has sent a new 175cc full blown road racer to the state for Kenny Clark to try for the first time. His scrambler he rode to a win last month will go to another rider.

SHORT TRACK AND TT BIG SUCCESS

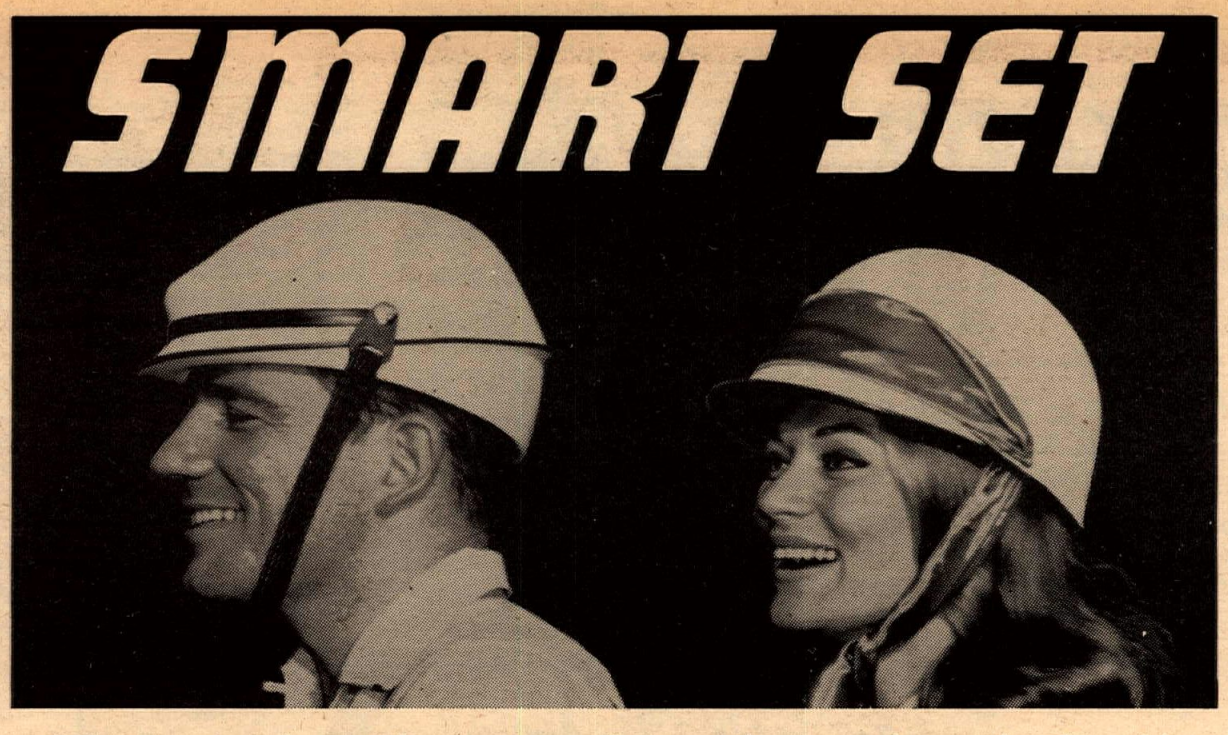
Last weekend set many new records. The indoor short track at Long Beach hosted 105 riders and paid a whopping $3,000 plus purse. It was an American record crowd for indoor racing that found the promoters getting four more dates for the year. The next race is Saturday night, Feb. 26th.

Over at Ascot, Dick Hammer showed the troops the way around and is back in winning form. The purse topped the $2,200 mark to give a grand total of well over five grand to the riders in less than 18 hours. Mr. Mulder has now made over $1,000 in two nights of short track racing and one shot at the TT's.

The Ascot novice class looks like a winner this year. The dozen riders that made the final -- all were around to the finish.

Aggie hosts the next one with a two day event on March 5th and 6th. Novice only on the 5th.

SMART SET



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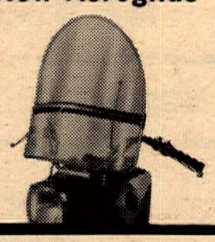

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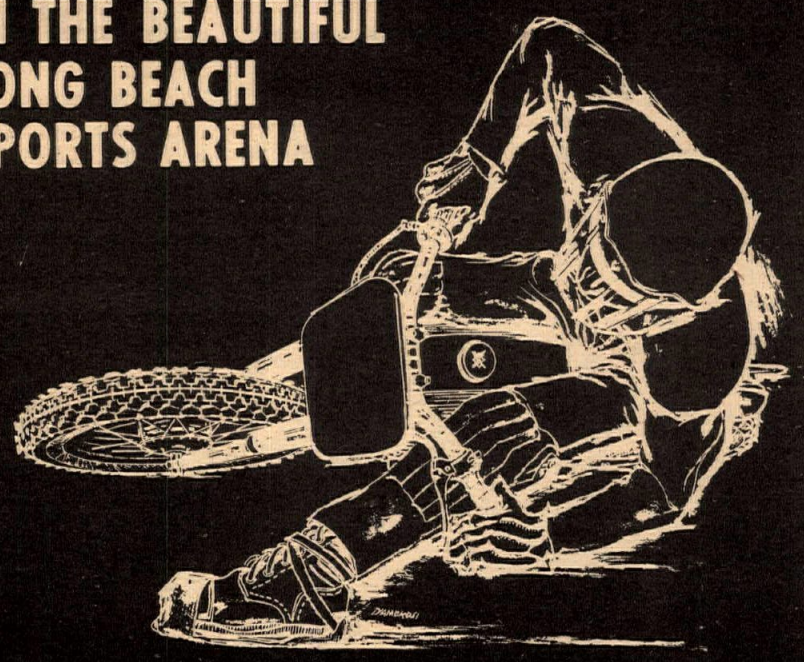

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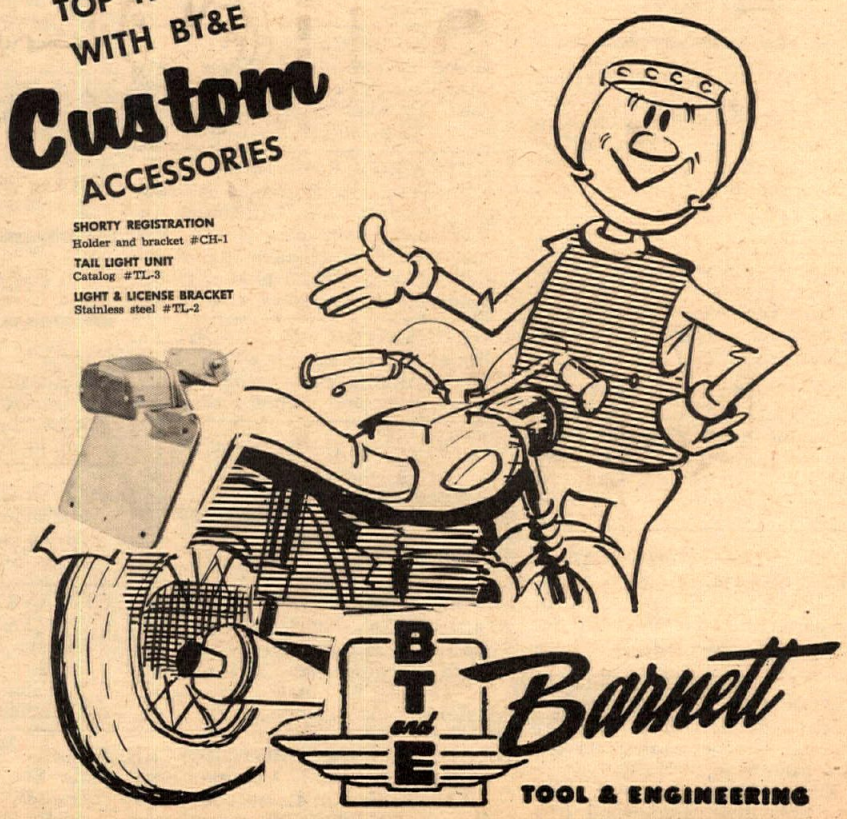

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MEET DOC BRYCE

By Larry Haley

What makes a man of high professional character take to competition desert riding? Well, for one, namely William C. "Doc" Bryce, M.D., it is a way of life. As he says: "You can't find finer people than those who indulge in motorcycle sport."

"Doc" began his riding career in Feb. 1963 on a 50cc Tohatsu, which was really supposed to be the property of his son. And almost immediately he got the craving for bikes and the desert. Before he took his first fling at competition riding he spent several months on this "borrowed" machine, attuning himself to the conditions he was likely to meet later. Ever since he has strongly advised newcomers to the sport to do likewise.

February 1964 saw him venturing out for his first desert race, on a 250 Honda. Starting, of course, as a novice, he had the satisfaction of being upgraded to Amateur in November of the same year.

He persevered with the 250 until March 1965 when he took the plunge with the big bores. Boring out to make the 350 class he started with plate number 605 in March and finished the year on a Triumph 500 as number 27, earning a remarkable 518 points in that period. Incidentally he had ended his career among the lightweights tenth overall in the points rating.

Doc is one of the first to sacrifice time to help any rider who is in trouble. And his smiling face and cheerful "How you feeling, buddy?" can mean a lot to a rider in real trouble.

As a medical man Doc is always keen to stress how good for physical fitness is competition riding. He emphasizes the competition side of the game because with all major hazards and likely trouble spots well marked all unneccessary dangers are eliminated. And above all he recommends the beginner to join a reputable club where he can learn the do's and don't's of the game from experienced riders.

Finally a really interesting piece of advice for all competition riders. Doc recommends you to drink at least eight glasses of water each day for three or four days before the event. *Not* on the morning of the race! Furthermore you should never eat heavily beforehand, a can of supplement diet should be quite sufficient. This will ensure a comfortable stomach during the ride, and you should be able to last a 100 miler without stopping for water. Most important of all, NO BOOZE! Two cans of beer can slow the reflexes by 25%-50%.

The younger Bryce generation, Terry Lynn and John, are also bike enthusiasts. Doc does most of his own tuning and maintenance, and actually built his daughter's bike which he has labelled the Hondaka. This is a Honda 90S engine resting in a stretched-out Hodaka frame! Yes, this thirty-eight year old medico certainly has fun on two wheels and looks forward to many years yet of the same.

Dr., Lawyer, Merchant, Chief meet them all in Cycle News in the coming weeks.

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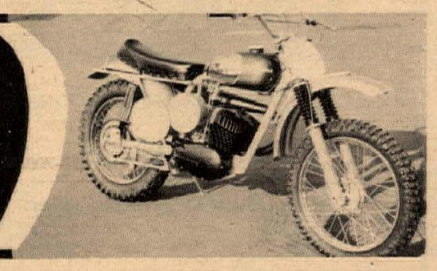

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TELL THEM YOU SAW IT IN CYCLE NEWS

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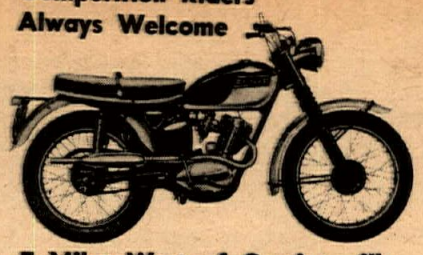

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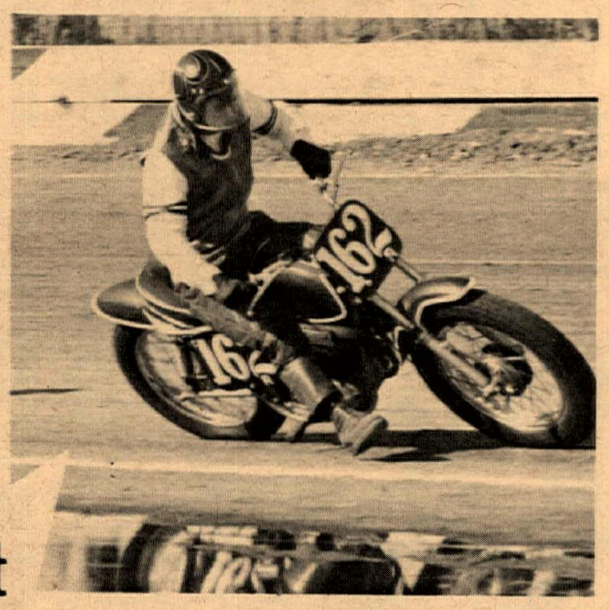

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RESULTS

TT Opener - Ascot Park
Sunday, Feb. 13, 1966

Trophy Dash
1. Dick Hammer
2. Jack Simmons
3. Eddie Mulder
4. Skip Van Leeuwen

Novice Main
1. John Spraque
2. Ray Spiker
3. Mike Lithicom
4. Gene Kennedy
5. Lyle Lawson
6. Phil Todd
7. Jim Ashmore

Amateur Main
1. Rich Thorwaldson
2. Jim Berry
3. Ken Clark
4. Ron Kruseman
5. Ralph Waldman
6. Del Shirley

Expert Main
1. Dick Hammer
2. Skip Van Leeuwen
3. Eddie Mulder
4. Harlan Bast
5. Bob Bailey
6. Dave Palmer
7. Dick Dorresteyn
8. Dusty Coppage
9. Sid Payne

Prospectors M/C. 5th Annual
Gold Rush Enduro
Official Results
Sunday, Feb. 6, 1966

* Sweepstakes Winner - Bob Steffan

*	1. Bud Housman	1st A-Hvwt
*	2. Frank Chase	2nd A-H
*	3. Malcolm Smith	1st A-Lwt
	4. Richard Chase	3rd A-H
	5 Dave Ekins	2nd A-L
	6. Phil Turgasen	4th A-H
*	7. Ed Farrell	lst B-H
	8. Ernie Moberg	5th A-H
	9. Norm Jones	6th A-H
	10. William Kelley	3rd A-L
*	11. Don Bohannan	2nd B-H
	12. Bob Rambo	7th A-H
*	13. Tom Ruddy	3rd B-H
	14. David Crouch	4th A-L
	15. George Nichols	4th B-H
	16. Dick Eaton	8th A-H
	17. Bruce Lewellyn	5th B-H
	18. Jim Chase	6th B-H
	19. Gene Lindley	5th A-L
	20. Dick White	7th B-H
	21. James Alsup	1st Ultra Lwt.
*	22. Rod Krone	1st B-L
*	23. B. Schlumpberger	2nd B-L

* Denotes Trophy Winners
Club Team Trophy: Orange County MC.

Trophy presentation will be held: Feb. 25, 1966 (Fri. Night) at, Knights of Columbus Hall, 214 Ave I, Redondo Beach, Calif. 8:00 p.m. Starting time.

Indoor Short Track
Long Beach Auditorium
Saturday, Feb. 12, 1966

Trophy Dash
1. Eddie Mulder
2. Ralph White
3. Dusty Coppage

"C" Main
1. Lee Wehman
2. Sunny Nutter
3. Steve Scott

"B" Main
1. Doug Showler
2. Jim Berry
3. Dennis Gildenhaus

"A" Main
1. Eddie Mulder
2. Jack Simmons
3. Ralph White
4. Lee Stumpenhaus

Eureka Far West M.C. Moto Cross Scrambles.
Sunday Jan 31, 1966

100cc Am.
1. Dennis Palmer Yam
2. Earl Stevens Suz

100cc Nov.
1. Jack Williamson Suz
2. Richard Miller Hod
3. Mike Thompson Suz

200cc Nov.
1. Tom Dilling Tri
2. Doug Stevens Bul

250cc Am. Ex.
1. Louis Brero Mon
2. Dennis Miller Gre
3. Ben Moser Gre

250cc Nov.
1. Rocke Warlick Gre
2. Rich Lampe Gre
3. Chuck Warnow Gre

350cc Open
Am. Herb Zeck BSA
Nov. Jim Arnot BSA

A.C.A. Grand Prix Road Races
Sunday, February 13, 1966
Willow Springs, Calif.

Class I- 50cc
1. Yoshio Itoh Suz
2. Colin Jones Hon
3. Walt Fulton Suz
4. Tony Nicosia Suz

Class II - 50cc
1. David Jones Toh
2. Jerry Senseman Toh
3. Dave Smith Toh

100cc Class
1. Jeff Pasternak Yam
2. Barry Hermann Yam
3. Don Thomas Yam
4. Paul Wilde Yam
5. Frank Smith Yam
6. Allen Woods Yam
7. Mary Galbraith Yam
8. John Clarke Yam
9. Don Anselm Yam
10. Michael Lonaro Yam

125cc Class
1. Chief Galbraith Bul
2. Steve Galbraith Toh
3. Richard Tetz Hon
4. Donald Tucker Yam
5. Steve Pederson Bul
6. Steve McLaughlin Hon
7. Larry Hunker BHB Spec.

175cc Class
1. Bruce Shaw Hon
2. Dave Allee Hon
3. Terry McCarty Hon
4. Roger Calvert Hon
6. Barry Sulkin Honi
7. Barry Talyor Duc
8. Leonard Mills Bul
9. Allan Sears Moto

250cc Class
1. John Buckner Yam
2. Don Vesco Yam
3. Gordon Jennings Yam
4. Roger Wilcox Yam
5. Walt Fulton Suz
6. Dick Newell Yam
7. Robert Fleckenstein Yam
8. Jon Graber Hon
9. Pat Kopp Hon
10. Tim Macy Hon
11. G. R. Brown Yam
12. Dennis Renford Hon

350cc Class
1. Lance Weil Nor M
2. Eric Dahlstrom Hon
3. Dick Kilgroe Hon
4. D.J. Bosarge Hon
5. Wayne Blainton Hon
6. Bob Bakker Hon

500cc Class
1. Buddy Parriott Nor
2. Don Vesco Mat
3. Jon Graber Nor M
4. Todd Millar BSA
5. Dick Newell Tri
6. Fraser McArinch Nor M

Open
1. Robert Ledford Nor
2. Ron Hagest Nor

50cc Prod. Class
1. Pat Kopp ASC
2. Gerald Banks Mond

100cc Prod. Class
1. Jeff Pasternak Yam
2. Bruce Haperot Yam
3. Dave Smith Hod
4. Gerald Woodside Yam
5. Mary Galbraith Yam

125cc Prod. Class
1. Myron Tracy Hon
2. Skip Talbot Yam
3. Russell Wong Hon

175cc Prod. Class
1. Frank Smith Suz
2. Joel Self Hon
3. David Damron Suz

250cc Prod. Class
1. Walter Fulton Suz
2. Yoshio Itoh Suz
3. John Balaam Suz
4. Lawrence Hynam Suz
5. James Danron Suz
6. Peter Nuer Duc
7. Tony Nicosia Suz
8. Emery Kiss Duc
9. Wilton Hill Yam

350cc Prod. Class
1. John Clarke Hon
2. James Bartolone Yam
3. Edward Fort Yam
4. G.D. Barman Hon

500cc Prod. Class
1. Vic Mannelli Hon

Open Prod. Class
1. Larry Michael Tri
2. Robert Ledford Nor
3. Robert T. Orne Mat

American Fifty Assoc.
Hare Scrambles
Sunday, Feb. 6, 1966

50cc Class
1. Steve Humeston Toh
2. Andy Rotunni Toh
3. Duke McCraken Suz
4. Jerry Kerr Toh

100cc Class
1. Barry Manning Hod
2. Skip Kawell Yam
3. Bill Ydiando Hon
4. Earl Roeseler Hon
5. Gary Weston Yam

Monterey Short Track
Saturday, Feb. 13, 1966

1st Heat Race
1. Butch Corder Tri

2nd Heat Race
1. Bob Scally Tri

3rd Heat Race
1. Al Lauer

4th Heat Race
1. Joe Pyle Bul

5th Heat Race
1. Mel Swartz Bul

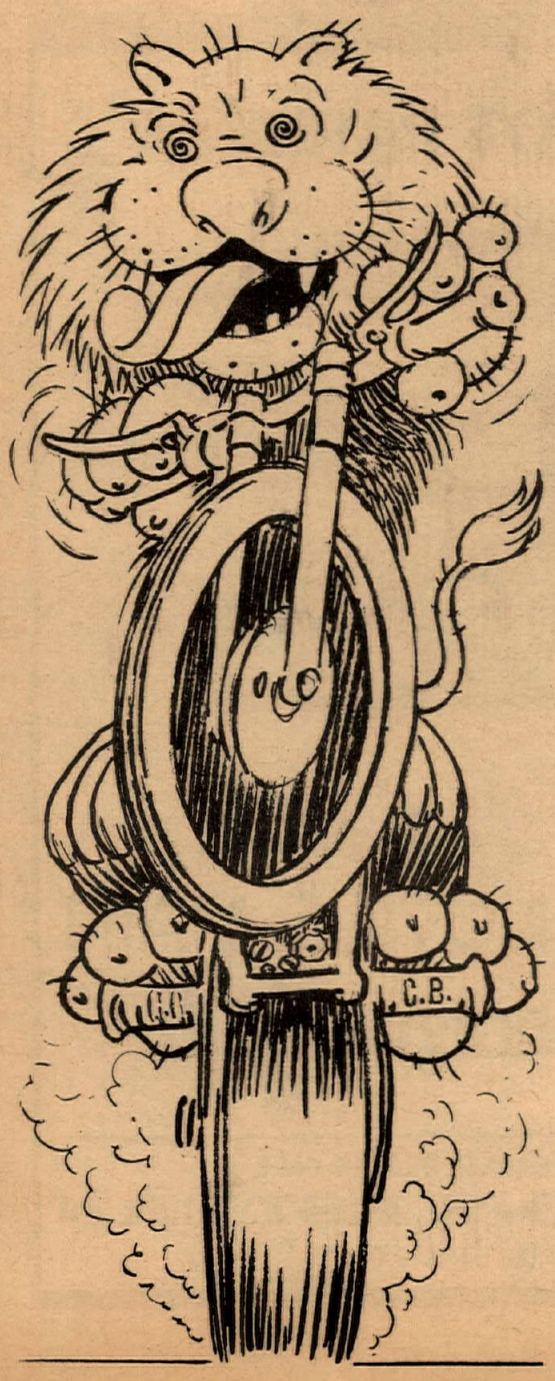
6th Heat Race
1. Ray Ramierz Bul

1st Semi Main
1. Butch Corder Tri

2nd Semi Main
1. Bob Scally Tri

3rd Semi Main
1. Al Lauer Tri

Main
1. Butch Corder Tri
2. Al Lauer Bul
3. Bob Scally Tri
4. Phil Cancilla Bul



FIRST ANNUAL MOTORCYCLE MEET

$1,000 GO FOR DOUGH SATURDAY, FEB. 19th

THREE DIVISIONS (Street, Gas & Fuel) **THREE CLASSES**

A — 751cc & up; B — 551cc to 751cc; C — 0cc to 551cc.

$100 each Fuel Class & Top Bike gets $200
$50 each Gas & Street Class & Top Bike gets $100 per division

WHEELIE ELIMINATIONS

TOP BIKES FROM THE EAST — all below 10 seconds E. T.
Versus
TOP WEST COAST BIKES

FIVE DOUBLE ENGINE CYCLES and
WORLD RECORD HOLDER DON McEVOY

Members of the International Drag Team: Murray & Cook, Nira Johnson — Bob Loux, Dick Rios, Perry & Scotty

ADM. ONLY $2 ENTRY FEE $1 PIT PASS $1

LIONS DRAG STRIP

223rd & Alameda, 1 block south of S. D. Fwy.